

HONGKONG  
WEEKLY.

ILLUSTRATED

No. 18,874

# The China Mail.

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HONGKONG, THURSDAY, SEPTEMBER 26, 1907.

日九十月八年未丁

PRICE, \$8.00 Per Month.

Don't Forget

TO ORDER THE

OVERLAND  
CHINA MAIL.

BEFORE GOING HOME.

Intimations.

**THORNE'S**  
OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
**A. S. WATSON & CO. LTD.**

Hongkong, May 1, 1907. 793

**TAI KWONG CO.,**  
109, Des Vœux Road Central.

**GASOLINE LAMPS**  
AND  
**WELSBACH MANTLES.**  
Hongkong, June 14, 1907. 1017

**HONGKONG ST. ANDREW'S SOCIETY.**

THE ANNUAL GENERAL MEETING  
of the above Society will be held in  
the CITY HALL, on FRIDAY, the 27th  
inst., at 5.30 p.m., for the purpose  
of receiving the Annual Report and Statement  
of Accounts for the year ending 31st  
August; of electing officers for the  
ensuing year, etc.

**W. ARMSTRONG,**  
Hon. Secretary.  
Hongkong, September 20, 1907. 1516

**ROYAL HONGKONG YACHT CLUB.**

THE THIRD ANNUAL GENERAL  
MEETING of the Members of the  
above Club will be held in the CITY  
HALL, on MONDAY, the 30th inst., at  
8 a.m.

By Order of the Committee,  
**G. G. FRANKLIN,**  
Hon. Secretary.  
Hongkong, September 23, 1907. 1627

**HONGKONG HOCKEY CLUB.**

THE ANNUAL GENERAL MEETING  
of Members will be held in the  
H.K.C.C. Pavilion (by kind permission),  
on TUESDAY, the 1st October next, at  
5.15 p.m.

**T. C. GRAY,**  
Hon. Secretary.  
Hongkong, September 23, 1907. 1629

NOTICE.

ALL Outstanding Claims against THE  
SAVOY, LIMITED, must be sent  
in to the Liquidator No. 13, Queen's Road  
Central by the 30th September, 1907.

**QUAN HING**  
Liquidator.

Hongkong, September 24, 1907. 1638

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

NOTICE.

INCREASE OF CAPITAL.

SHAREHOLDERS are reminded that  
the SECOND and FINAL CALL of  
250 Sterling per Share on the NEW  
ISSUE of SHARES will be payable on  
the 1st October next.

For the Hongkong and Shanghai Banking  
Corporation,  
**J. R. M. SMITH,**  
Chief Manager.

Hongkong, September 24, 1907. 1636

**INTERNATIONAL SLEEPING**

**CAR & EXPRESS TRAINS**

**COMPANY.**

(THE GREAT TRANS-SIBERIAN  
ROUTE TO EUROPE).

HAVING been appointed AGENTS for  
the above Company, we shall be  
pleased to give any information as to rates  
of passage, etc., in connection with above.

**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, August 7, 1907. 1635

**CAMPBELL, MOORE & CO., LD.**

Hair Dressers, Wig Makers

and Perfumers.

**ELECTRIC MASSAGE**

(FACE OR SCALP)

at the Shop, or elsewhere by special  
arrangement.

Hongkong, September 2, 1907. 1415

**A LING & CO.,**

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of Every

Description in Stock.

Developing and Printing Undertaken.

Hongkong, August 1, 1907. 1259

Business Notices.

**W. S. BAILEY & CO.**

ENGINEERS & SHIPBUILDERS,

FOUNDERS & BOILERMAKERS.

RIVER STEAMERS, TUGS, MOTOR BOATS & LIGHT-DRAFT VESSELS  
IN STEEL AND WOOD.

TELEPHONES: 137 and K. 21. CABLES: SEYBOURNE, HONGKONG.

**HONGKONG, CANTON, MACAO  
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

**Hongkong-Canton Line.**

s.s. HONAM, 2,363 tons, Captain S. Bell Smith.

s.s. POWAN, 2,358 tons, Captain H. Irwin Black.

s.s. FATSHAN, 2,260 tons, Captain C. Lloyd.

s.s. KINSHAY, 1,906 tons, Captain B. Branch.

s.s. HEUNGSHAN, 1,908 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.  
(Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,  
at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,  
Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Service of the Hongkong, Canton & Macao Steamboat Company, Limited.

**Hongkong-Macao Line.**

s.s. SUAN, 1,651 tons, Captain W. A. Valentine.

s.s. SU TAI, 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and  
at 2 p.m. from the Company's Wharf On Sundays Special Cheap Excursions,  
leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 3 p.m.  
The S.S. SU AN and SU TAI will not run on SUNDAY next.

**Canton-Macao Line.**

s.s. LUNGSHAN, 219 tons, Captain W. Reynolds.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

**Canton-Wuchow Line.**

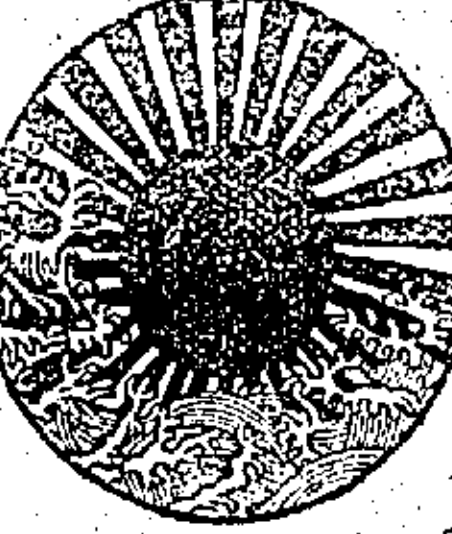
s.s. BAINAM, 588 tons, Captain J. Wilcox.

s.s. NANNING, 669 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at about 3 a.m. and the other leaves Wuchow for Canton on the same days  
at 3.30 a.m. Round trips take about five days. These vessels have Superior Cabin  
accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
HOTEL MANSION, First Floor, opposite the Hongkong Hotel,  
Or of BUTTERFIELD AND SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

**JAPANESE BEER**



'YEBISU' 'SAPPORO' 'ASAHI'

AND A NEW BRAND OF SPECIAL LIGHT BEER

'PEACE'

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE PROBABLY MODERATE.

**THE MITSUI BUSSAN KAISHA, Sole Agents.**

Hongkong, August 21, 1907. 1559

**TIFFIN**

SPECIALLY SERVED FOR BUSINESS MEN

AT THE

**CONNAUGHT HOTEL**

MONTHLY RATES.

Hongkong, September 2, 1907. 1411

NOTICE.

WE have this day established ourselves

under the name and style of H.

ORUZ & CO., General Import and Export

Merchants and Commission and Shipping

Agents, at Nos. 15, 16 and 17, CONNAUGHT

ROAD.

**H. ORUZ & CO.**

Hongkong, September 16, 1907. 1493

**PATELL & CO.,**

SHAMEEN, CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN,

'WINES and SPIRITS.'

Export and Import Merchants,

AND

Commission Agents.

Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

**BELL'S ASBESTOS**

THE MOST RELIABLE PACKING FOR MARINE ENGINES.



BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

**BELL'S ASBESTOS CO., LD., LONDON.**

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND

OFFICE—8, DES VŒUX STREET.

**LANE, CRAWFORD & CO.**

NEW STOCK OF ENGLISH MADE

**SHOOTING BOOTS**

\$10.00 and \$13.50 Per Pair.

**LEATHER LEGGINGS**

\$8.00, \$10.50, \$14.00 Per Pair.

**FOXES' SPIRAL PUTTEES.**

**TWEED HATS & CAPS.**

**LANE, CRAWFORD & CO.**

Hongkong, August 31, 1907. 2040

**WILKS & JACK, LD.**

ELECTRICAL, MECHANICAL AND GAS ENGINEER

SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.

MANUFACTURERS & OWNERS

in the

UNITED KINGDOM

of the

WELSBACH, INCANDESCENT

GAS LIGHT SYSTEM.

A large stock of the latest

and most improved Fittings

and Burners on hand.

AUR. MANTLES, CHEAPEST

AND MOST RELIABLE.

SHOW ROOMS & OFFICES:

14, Des Vœux Road Central,

HONGKONG.

14, Robinson Road, Kowloon.

TELEPHONE: 555 & 381.

Hongkong, September 3, 1907. 431

(UNDER ROYAL PATRONAGE).

**MEE CHEUNG, ART PHOTOGRAPHER.**

NEW STOCK.

Kodak Developing Tanks and Powders. All Sizes of Films.

Johnson & Son's Various Developers.

Ilford Self-toning Papers, etc., etc.

Hongkong, April 2, 1907. 1761

**THE ORIENTAL HOTEL**

No. 2, Queen's Road Central.

WILL BE OPENED ON 1st OCTOBER, 1907.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

UNDER STRICT EUROPEAN MANAGEMENT.

For particulars, apply to the

**NAGER.**

Hongkong, September 24, 1907. 1640

**THE CARLTON HOUSE HOTELS**

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO THE MANAGER.

**YUEN CHEONG.**

SWATOW DRAWN-WORK

MANUFACTURER.

Wholesale & Retail.

ALL Kinds of DRAWN-TUBED WORK.

REBROODERS, OIL CLOTHS,

PAPER-WARE and LACES, &c., &c.

No. 39, Queen's Road Central,

Hongkong

(LATE OF 52, WELLINGTON STREET),

Hongkong, September 4, 1907. 1436

**LEE CHEE WING & CO.**

27, 28 and 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

ALL Sorts of COPPER, BRASS, STEEL,

IRON WARE, &c.

STEEL GIRDERS AND TEES

CORRUGATED IRON, PIG IRON, &c.

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

1593

**Dentistry.**

**DR. HARRY FONG,**

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

Appliances.

51, QUEEN'S ROAD CENTRAL.

1319

**SIEN TING**

Surgeon Dentist,

No. 11, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation Free.

Business Notices.

**GREEN ISLAND CEMENT CO., LD.**

**PORTLAND CEMENT**

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

**Shewan, Tomes & Co.**

GENERAL MANAGERS.

**FAIRALL & CO.**

**STOCK TAKING SALE**

on September 2nd, 1907.

EVERYTHING GREATLY REDUCED.

**NEW AUTUMN SUITS**

at Sale Prices.

7 and 9, PEDDER STREET.

**THE HONGKONG HOTEL.**

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

**A. F. DAVIES, Manager.**

2197

**SUMMER REQUISITES**

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

**SUN GLASSES**

IN GREAT VARIETY!

'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon Tins \$2.

**VICTORIA DISPENSARY.**

2197

**REMINGTON**

**TYPEWRITERS**

WITH ALL REQUISITES.

**SIEMSEN & CO.,**

SOLE AGENTS.

Hongkong, March 2, 1906

**KELLY & WALSH, LTD.**

T. o. Lodestar, by Max Pemberton... \$1.50

The Purple Fern of Fergus Hume... 1.50

The Secret Syndicate, by Fred Whit...







### Banks

#### YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.  
CAPITAL PAID-UP ... Yen 24,000,000  
RESERVE FUND ... 15,050,000

BRANCHES AND AGENTS:  
TOKYO. KOBÉ. NAGASAKI.  
HONGKONG. SHANGHAI. PEKING.  
YOKOHAMA. MANILA. CANTON.  
HANKOW. TIENTSIN. HAIKOW.  
HARBIN. PORT ARTHUR. DAIKIN.  
LIVONIA. MUKDEN. TIE-LING.  
CHANG-CHUN.

HEAD OFFICE—YOKOHAMA.  
HONGKONG—Interest allowed.  
On Current Account at the Rate of 2%  
per annum on the daily balance.  
ON FIXED DEPOSITS—  
For 12 months ... 5% per annum.  
For 6 months ... 4%  
For 3 months ... 3%

TAKESHI TAKAMOTO  
Manager.  
Hongkong, April 6, 1907.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000  
RESERVE FUND ... \$10,000,000  
HEAD OFFICE—AMSTERDAM.  
HEAD AGENCY—BATAVIA.

BRANCHES—Singapore, Penang,  
Shanghai, Rangoon, Samang, Sourabaya,  
Cheribon, Batavia, Peking, Hongkong,  
Yokohama, Kobe, Manilla, Cebu, Amoy,  
Yokohama, Kobe, Manilla, Cebu, Amoy,  
Yokohama, Kobe, Manilla, Cebu, Amoy.

CORPORATE DIRECTORS—  
G. H. MONTGOMERY, Esq., Chairman.  
Hon. Mr. HENRY KRAVITZ, Deputy  
Chairman.

A. Fuchs, Esq. A. J. Raymond, Esq.  
E. Goetz, Esq. E. Shellen, Esq.  
A. H. Smith, Esq. H. W. Shaw, Esq.  
O. R. Lenzmann, Esq. H. E. Tomkins, Esq.

MANAGER—  
Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2%  
per annum on the daily balance.  
ON FIXED DEPOSITS—  
For 12 months ... 5% per annum.  
For 6 months ... 4%  
For 3 months ... 3%

J. R. M. SMITH,  
Chief Manager.  
Hongkong, August 17, 1907.

### HONGKONG SAVINGS BANK.

THE business of the above Bank is con-  
ducted by the HONGKONG AND  
SHANGHAI BANKING CORPORA-  
TION. Rules may be obtained on ap-  
plication.

INTEREST on deposits is allowed at  
3% PER CENT. per annum. Depositors  
may transfer at their option balances of  
\$100 or more to the HONGKONG AND  
SHANGHAI BANK, to be placed on  
FIXED DEPOSIT at 4 PER CENT. per  
annum.

For the Hongkong and Shanghai  
Banking Corporation,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, January 12, 1907.

### THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000  
PAID-UP CAPITAL ... £1,250,000  
RESERVE FUND ... £2,170,000

INTEREST allowed on Current Accounts  
at the rate of 2% per annum on the Daily  
Balance.  
ON FIXED DEPOSITS—  
For 12 months ... 4%  
For 6 months ... 3%  
For 3 months ... 2%

EVAN ORMISTON,  
Manager.  
Hongkong, May 1, 1907.

### THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE, LONDON.

AD-UP CAPITAL ... £200,000  
Shortly to be increased to  
£1,200,000.  
RESERVE FUND ... £1,075,000  
Shortly to be increased to  
£1,475,000.

RESERVE LIABILITY OF PRO-  
PRIETORS ... £200,000

INTEREST allowed on Current Account  
at the rate of 2% per annum on the Daily  
Balance.  
On Fixed Deposits for 12 months 4%  
" " " " 6 months 3%  
" " " " 3 months 2%

JOHN ARMSTRONG,  
Manager.  
Hongkong, May 16, 1907.

### THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER).  
AUTHORISED CAPITAL ... YEN 5,000,000.  
PAID-UP CAPITAL ... YEN 3,750,000.  
RESERVE FUND ... YEN 3,750,000.

HEAD OFFICE—TAIPEH, FORMOSA.  
BRANCHES AND AGENTS:  
Amoy. Kobe. Nagasaki.  
Anping. Osaka. Yokohama.  
Fouchow. Shanghai. Swatow.  
Keelung. Serikow.

HONGKONG OFFICE:  
3, DES VUEX ROAD.  
Interest allowed on Current Account.  
Deposits received on terms which may be  
seen on application.  
D. TOHDOW,  
Manager.  
Hongkong, April 6, 1907.

### Banks

#### THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE—HONGKONG.  
AUTHORISED CAPITAL ... \$200,475  
PAID-UP CAPITAL ... \$224,718  
CAPITAL RESERVE FUND ... \$12,755  
RESERVE FUND ... \$300,000

LONDON BRANCH:  
51, OLD BROAD STREET, E.O.  
MANAGER—GEORGE MUNRO.  
LONDON BANKERS—  
Parry's Bank.

Commercial Bank of Scotland.  
The Bank grants drafts and telegraphic  
transfers and conducts every description of  
Banking business.

INTEREST allowed on Current Account  
at the rate of 2% per annum on the Daily  
Balance.  
On Fixed Deposits for 12 months 5 per cent.  
" " " " 6 months 4%  
" " " " 3 months 3%

G. C. MOXON,  
Managing Director.  
Hongkong, September 26, 1906.

### NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).  
ESTABLISHED 1824.  
PAID-UP ... FL. 45,000,000 (£3,750,000).  
CAPITAL ... FL. 5,000,000 (£417,000).  
RESERVE FUND ... FL. 11,750,000

HEAD OFFICE—AMSTERDAM.  
HEAD AGENCY—BATAVIA.  
BRANCHES—Singapore, Penang,  
Shanghai, Rangoon, Samang, Sourabaya,  
Cheribon, Batavia, Peking, Hongkong,  
Yokohama, Kobe, Manilla, Cebu, Amoy,  
Yokohama, Kobe, Manilla, Cebu, Amoy.

CORPORATE DIRECTORS—  
G. H. MONTGOMERY, Esq., Chairman.  
Hon. Mr. HENRY KRAVITZ, Deputy  
Chairman.

A. Fuchs, Esq. A. J. Raymond, Esq.  
E. Goetz, Esq. E. Shellen, Esq.  
A. H. Smith, Esq. H. W. Shaw, Esq.  
O. R. Lenzmann, Esq. H. E. Tomkins, Esq.

MANAGER—  
Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2%  
per annum on the daily balance.  
ON FIXED DEPOSITS—  
For 12 months ... 5% per annum.  
For 6 months ... 4%  
For 3 months ... 3%

J. R. M. SMITH,  
Chief Manager.  
Hongkong, August 17, 1907.

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN  
CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL PAID-UP ... Gold \$3,250,000  
about Mex. \$5,900,000.  
RESERVE FUND ... Gold \$3,250,000  
about Mex. \$5,900,000.

HEAD OFFICE—  
60 WALL STREET, NEW YORK.  
LONDON OFFICE—THE ABRAHAM HOUSE,  
E.O.

LONDON BANKERS:  
BANK OF ENGLAND.  
National Provincial Bank of England, Ltd.  
The Capital and Counties Bank, Ltd.

BRANCHES AND AGENTS ALL OVER THE WORLD.  
THE Corporation Transacts every de-  
scription of Banking and Exchange  
business, receives money in Current Ac-  
count at the rate of 2% per annum on daily  
balances and accepts Fixed Deposits at the  
following rates:—  
For 12 months 4% per annum.  
For 6 months 3% per annum.  
For 3 months 2% per annum.

No. 9, QUEEN'S ROAD CENTRAL.  
HONGKONG.  
W. M. ANDERSON,  
Manager.  
Hongkong, July 24, 1907.

### RUSSO-CHINESE BANK.

ORGANISED UNDER IMPERIAL DECREE OF  
10TH DECEMBER, 1896.  
CAPITAL ... 15,000,000 Roubles.  
CAPITAL contributed by CHINESE  
GOVERNMENT ... 5,000,000 R. Taels.  
RESERVE FUND ... Roubles 9,240,000.

HEAD OFFICE—ST. PETERSBURG.  
London Office 41, Three adnecst St., E.O.

BRANCHES AND AGENTS:  
Amoy. Kobe. Nagasaki.  
Anping. Osaka. Yokohama.  
Fouchow. Shanghai. Swatow.  
Keelung. Serikow.

INTEREST allowed on Current Account  
at the rate of 2% per annum on the Daily  
Balance.  
On Fixed Deposits for 12 months 4%  
" " " " 6 months 3%  
" " " " 3 months 2%

JOHN ARMSTRONG,  
Manager.  
Hongkong, May 16, 1907.

### THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER).  
AUTHORISED CAPITAL ... YEN 5,000,000.  
PAID-UP CAPITAL ... YEN 3,750,000.  
RESERVE FUND ... YEN 3,750,000.

HEAD OFFICE—TAIPEH, FORMOSA.  
BRANCHES AND AGENTS:  
Amoy. Kobe. Nagasaki.  
Anping. Osaka. Yokohama.  
Fouchow. Shanghai. Swatow.  
Keelung. Serikow.

HONGKONG OFFICE:  
3, DES VUEX ROAD.  
Interest allowed on Current Account.  
Deposits received on terms which may be  
seen on application.  
D. TOHDOW,  
Manager.  
Hongkong, April 6, 1907.

### Auctions.

#### PUBLIC AUCTION.

THE Undersigned have received instruc-  
tions to sell by Public Auction,  
for account of the concerned,  
on  
**SATURDAY,**  
the 28th September, 1907, at 2.30 p.m., at  
their Sales Rooms, No. 8, DES VUEX  
ROAD, Corner of Ice House Street,—  
A QUANTITY OF  
SUNDY GOLD AND SILVER  
JEWELLERY,  
Comprising—  
DIAMOND, RUBY, EMERALD, SAPPHIRE  
and GEM STONES, GOLD CHAINS and BRACE-  
LETS, DIAMOND LOCKERS, GOLD EAR-RINGS,  
GOLD CHAIN-SMITHS, SILVER SPOONS,  
FORKS, &c.;  
Also  
SUNDY HOUSEHOLD FURNITURE.  
Catalogues will be issued.  
On view on Friday.  
Terms—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, September 25, 1907. 1548

PUBLIC AUCTION.  
THE Undersigned have received instruc-  
tions to sell by Public Auction,  
on  
**FRIDAY,**  
the 27th September, 1907, at 11 a.m., at  
his Sales Rooms, DUNDRELL STREET,—  
A QUANTITY OF  
LADIES' SHOES,  
(in good Condition).  
A Consignment of TOILET CROCKERY, etc.  
On view from Thursday, the 26th  
Sept., 1907.  
Terms—Cash on delivery.  
GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, September 24, 1907. 1541

PUBLIC AUCTION.  
THE Undersigned have received instruc-  
tions to sell by Public Auction,  
on  
**MONDAY,**  
the 30th September, 1907, commencing at  
2.45 p.m., at his Residence No. 9,  
MOUNTAIN VIEW, THE PEAK,—  
THE WHOLE OF HIS  
VALUABLE HOUSEHOLD  
FURNITURE.  
(Full Particulars from Catalogue).  
On view from Saturday, the 28th Sept.  
Terms—Cash on delivery.  
GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, September 24, 1907. 1538

PUBLIC AUCTION.  
THE Undersigned have received instruc-  
tions to sell by Public Auction,  
on  
**MONDAY,**  
the 30th September, 1907, commencing at  
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### U.S. TORPEDO BOATS FOR THE PACIFIC.

WASHINGTON, D.C., Aug. 24.  
The torpedo flotilla which Secretary Loeb  
has announced would go to the Pacific coast  
in December, at the same time that  
Admiral Evans' battleship fleet sails is now  
made up of eight destroyers, namely—the  
Hull, Truxton, Whipple, Hopkins, Wor-  
den, Stewart, Lawrence, and MacDonough.  
The flotilla is commanded by Lieut.-Com-  
mander Anderson, but he gives way in that  
command on Oct. 1 to Lieut. H. L. Cone,  
who commanded the Dale, which accom-  
panied the destroyers on their voyage to  
China four years ago.

A CHAMELEON SEA.  
Strange Phenomenon at  
Yokohama.

The "Japan Gazette" states that the  
colour of the sea water at Yokohama  
and vicinity has changed to brown



**WM. POWELL,**  
LIMITED.

**WALKING SHOES**

**EVENING SHOES**

**BOUDOIR SLIPPERS**

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SON & PLATT, 85, Gracechurch St.,  
E.C. 3, STREET & CO., Ltd., 30, Corn-  
hill, GORDON & GOTCH, 15, St. Bride  
St., E.C. 4, BATES, HENDY & CO., 161,  
Cannon Street, E.C. 4, WILLS, 143, 161,  
Cannon Street, E.C. 4, ROBERT WATSON,  
150, Fleet Street, C. MARGELL &  
CO., 5, Snow Hill, HOBBS, PRADEN, & CO.,  
D. J. KEYSER & CO., 3, Whitefriars  
St., E.C. 4, MATHER & CROWTHER, 144,  
10, 11, 12 New Bridge St., E.C. 4,  
MILTON & CO., 22, Glasshouse St.,  
Regent St., W.

**PARIS AND EUROPE:** MIVENCE  
FAVRE & CO., 18, Rue de la Grange  
Batelière, Paris. The Rev. Dr. HARR,  
D.D., 12, Rue Vienne, Paris.

**NEW YORK:**—THE CHINESE EVANGELIST  
OFFICE, 62, West 22nd Street.

**SAN FRANCISCO** and American Ports  
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cisco.

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**SINGAPORE, STRAITS, &c.**—KELLY &  
WALSH, Ltd., Singapore.

**PHILIPPINE ISLANDS:**—A. S. WATSON  
& CO., Manila.

**CHINA:**—CANTON, PATEL & CO. AMOY,  
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**ALEXANDRA**

**BUILDINGS.**

Hongkong, July 27, 1907.

**MEMOS FOR TO-MORROW.**

**Auction.**

11 a.m.—Auction of Ladies' Shoes, &c.,

at Mr. Geo. P. Lammer's Sales

Rooms.

**Meetings.**

5.30 p.m.—Meeting of Hongkong St. An-

drew's Society in City Hall.

6.30 p.m.—Meeting of Craigongover

Cricket Club, in Pavilion.

**General Memoranda.**

**SATURDAY, September 28:**

Noon—Meeting of Douglas Steamship

Co., Ltd., at Co.'s Office.

2.30 p.m.—Auction of Gold and Silver

Jewellery, &c., at Messrs Hughes &

Hughes's Sales Rooms.

**SUNDAY, September 29:**

Transfer Books of The Dairy Farm Co.,

Ltd., close from this date to 14th Oct.,

inclusive.

Goods per *Manila* undelivered after this

date subject to rent.

**MONDAY, September 30:**

2.45 p.m.—Auction of Household Furni-

ture, at Dr Hunter's Residence, No. 9,

Mountain View, the Peak.

3 p.m.—Auction of Crown Land at the

Public Works Department's Office.

5.30 p.m.—Meeting of Hongkong Cricket

Club at Club Pavilion.

6 p.m.—Meeting of Royal Hongkong

Yacht Club at City Hall.

**TUESDAY, October 1:**

5.15 p.m.—Meeting of Hongkong Hockey

Club at H.K.O.C. Pavilion.

6.30 p.m.—Organ Recital in St. John's

Cathedral.

Goods per *Kaiti* undelivered after this

date subject to rent.

Goods per *Indrapura* not cleared at 5

p.m. on this date subject to rent.

**WEDNESDAY, October 2:**

5.30 p.m.—Auction of Registered British

Cruising Yacht *Kuhurro*, at Murray

Pier.

**THURSDAY, October 3:**

12.30 p.m.—Meeting of The Dairy Farm

Co., Ltd., at Co.'s Town Office.

**THE CHINA MAIL.**

HONGKONG, THURSDAY, SEPTEMBER 26, 1907.

**CHINESE POSTS AND**

**TELEGRAPHS.**

The appointment of Lu Hai Huan to

control the Imperial Chinese Posts in

succession to Sir Robert Hart was fore-

shadowed last year. In fact the first an-

ouncement of the Chinese Government's

intention to take the administration of

the department away from the Inspector-

General of Customs was accompanied by

the oft repeated rumour that the vener-

able official was about to resign. Whether

Sir Robert thinks that the Chinese

officials are capable of administering the

department efficiently or not is uncer-

tain but it is evident that the Chinese

Government thinks they are. Whatever

may be the case in the future it has

to be admitted that Sir Robert Hart has

succeeded in giving the Empire a very

efficient service. The department is

now thoroughly organised and although

private posts are still in existence in

some parts of the Empire the Imperial

system is being extended gradually year

by year and if the same policy is con-

tinued, before long the private posts

will disappear. The figures for the posts

are not immediately available but we

have before us some interesting figures

in regard to the Imperial Telegraph

Administration which will, presumably,

also be taken over by Lu Hai Huan.

Originally the telegraph system was

in the hands of private individuals but

some eight or nine years ago the Gov-

ernment took over all the property,

increasing the capital, and allowing

the private owners to retain their shares.

By this expedient the Government prac-

tically gained an established business

for nothing. That the enterprise was a

profitable one is shown by the fact that

the Government has largely extended

the system and has simultaneously been

able to pay good dividends, 10 per cent.

being paid in 1906. While the plan of

taking the original shareholders into

partnership was a wise one from one

point of view it can hardly be continued.

The Government is obviously enabled

to carry out the work of extension much

more economically than could a private

company and the original shareholders

consequently profit to an unfair extent.

As the working capital is only about

\$2,500,000 it would be more profitable

in the long run for the Government

to buy out the shareholders and run the

telegraph system as a Government de-

partment pure and simple. But every-

thing depends upon the intention with

which Lu Hai Huan enters upon his

duties. If he is determined to tread in

the footsteps of his predecessor there is

no reason why the Posts and Tele-

graphs should not be an increas-

ingly valuable source of revenue

to the Central Government. On the other

hand if he is a believer in the policy of

making all he can personally out of the

department and finding lucrative posi-

tions for his friends all the good work

done in the past will have been wasted.

However we have no reason to suppose

that Lu Hai Huan is either corrupt or

inefficient. His official record as given

in "Who's Who in the Far East" shows

that he has certainly been regarded by

the Throne as worthy of trust. He has

been Minister to Germany, Commis-

sioner of the Office of Revision, Presi-

dent of the Censorate, Minister of the

Board of Foreign Affairs, and President

of the Board of War besides holding minor

positions. This shows that he is at

all events an experienced official and it

may perhaps be taken for granted that

he will zealously endeavour to continue

the work which he takes over from Sir

Robert Hart. If he is animated by a

desire to do his best it may possibly be

rather a good thing than otherwise that

the Inspector-General of Customs should

be relieved of the administration of

another department. There is nothing

peculiarly in common between Customs

and Posts and it may be that both

departments will profit from receiving

the undivided attention of the official

who guides its destinies.

There appears to be a conflict of

opinion regarding China ten in

England. Quite recently we were told

by optimists that a big boom was on.

Now there are pessimists abroad. It

is very seldom that the export of Can-

ton tea to London is greater than that

of the preceding year, but the figures

for 1906 exceeded those of 1905 by

200,000 lb., according to the latest



## BY TELEGRAPH.

## LOOKING ON!

## German Interests in Morocco.

(Exclusive Service, supplied by Reuters, via Bombay).

German semi-official writers point out that Germany has neither renounced her interests in North Africa in favour of France nor has she adopted an active policy of intervention and annexation, but would continue in the happy mean between the two extremes.

The articles merely expressed Germany's readiness to tolerate any provisional Franco-Spanish police arrangements in Morocco but did not authorize France to carry out the scheme.

[REUTERS' SERVICE.]

## MOROCCO.

London, September 24.

Philibert reports from Casablanca that three of the tribes have signed their submission, given hostages, agreed to surrender their arms and the assailants of Europeans on the 1st August, and to pay an indemnity.

## RUSSIA.

London, September 24.

The first stage of the elections for the new Duma is marked by unprecedented obstructions and apathy.

## MARCONI GRAPHIC TRANS-ATLANTIC SERVICE.

London, September 24.

Signor Marconi has arrived at Glace Bay, Nova Scotia, and announces that all obstacles have been finally overcome for a transatlantic Marconi service which will be opened in three weeks.

## ALLEGED FORGERY.

## Was It The Wrong Chop?

In the Supreme Court this morning before His Honour Mr. A. G. Wise (Puisne Judge) the Lam Wing case (the Po Sang for \$500.84, being principal and interest due on a promissory note).

Mr R. Harding appeared for the plaintiff and Mr R. A. Harding for the defendant.

From the story for the prosecution a man named Hau Kue lent the Po Sang bank \$500 on Aug. 21, or deposited that amount with them, in return receiving a promissory note. Seven days later Hau Kue said he had received a letter informing him of the illness of his wife and he then went to Lam Wing to get a loan of a couple of hundred dollars. Lam Wing asked him if he had money in the Po Sang bank when he did not draw it out, to which Hau Kue replied that the bank had no money available. Lam Wing and Hau Kue went round to the bank premises and both were told it was too late to do any business then, and asked to come in the morning. Thereupon Lam Wing alleged that he lent Hau Kue \$500, taking in return the promissory note. Hau Kue went away and the bank refused to honour the promissory note, with the result that the action was brought.

Mr R. A. Harding gave notice of special defence, alleging there was no consideration for the note and also that the note was a forgery.

The note was put in and after evidence as to its being received from Hau Kue, several discrepancies were pointed out. Mr Li Hong Mi was called and after detailing all the differences he gave it as his opinion that the chop used was not the same as that used on the other documents produced by defendants.

The Puisne Judge adjourned the further hearing to give Mr R. Harding a chance to find Hau Kue, without whose evidence plaintiff could not succeed.

## WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:— On the 26th at 11.45 a.m.—The barometer has fallen moderately to slightly over Japan, Formosa and S. China. It is inclined to rise over the S. Philippines and Central China.

The shallow areas of low pressure appears to be still lying in the neighbourhood of N. Luzon, and observations from the Bonins indicate the existence of a depression to the Southwest of these islands.

Pressure is highest over the Pacific to the N.E. of Japan, and over China to the North of the Upper Yangtze.

Fresh N. and N.E. winds are expected to prevail in the Formosa Channel and along the Northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. today 0.12 inches.

Forecast for the 24 hours ending at noon to-morrow.

## FORECAST/DISTRICT.

1.—Hongkong and neighbourhood: N. and N.E. winds, moderate or fresh; rain to shower.

2.—Formosa Channel: N. and N.E. winds, fresh to strong.

3.—South coast of China between Hongkong and Lamook: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

## OUR BEACON LIGHT.

## Gap Rock in a Typhoon.

How many of us who have passed the Gap Rock lighthouse have given a thought to the men whose lives are spent in lonely vigil, keeping guard over the one beacon which sends forth its silent message of welcome to the mariner coming from the south to seek the shelter of the harbour, and warns him of the perils which he has to avoid? Yet there are times when these men are in deadly peril—when the waves break over the very light-house itself, and batter in the strong protecting glass that surrounds the light—and this month those attendants were confronted with such an experience.

To look at the lighthouse on a bright summer's day, with the waves gently rolling upon the water-worn rocks and curling lazily around the island, one could hardly realize that in times of storm the rugged hills hurl themselves one hundred and fifty feet high and burst in demoniacal fury upon the very tower itself.

But the rock tells an eloquent story. Its battered and scarred face, with huge crevices running in divers directions, is testimony to the force with which the blue ocean water is hurled upon it. It looks by no means secure, but rather gives the impression that any day a huge slice of solid rock will go tumbling down, bringing with it the lighthouse.

The rock takes its name from its formation. Two peaks, one ninety-seven feet above sea level and the other slightly less, rise sharply up, with a well defined gap between, but this gap has been bridged over by solid masonry, across which it is necessary to walk to gain the light-house. It is but fifteen years since the lighthouse was opened, for it was on April 1, 1892, one week after telegraphic communication was opened between the rock and Hongkong, that the first gleam of light shot over the sea and went searching through the enveloping darkness; but since that time, with one or two exceptions, the rays have nightly shone welcome to the mariner.

The rock is of the island British possession and a cluster of islands, several of which are more suitable for lighthouses than Gap Rock. However, it seems that the British were unable to get any other island from China at the time and on the principle that "half a loaf is better than no bread" Gap Rock was taken. Either Jubilee Island or the larger one of the Ladrone would have been far more suitable, particularly the latter, for three times as many vessels pass closer to the Ladrone than to Gap Rock. Again, the light-house is not high enough and is far too much exposed to the waves, as was evidenced on the night of September 13, when for a space of time it seemed to those inside that the tower would topple down under the tremendous seas which were pounding upon it. At that time there were two Europeans in the light-house (Mr J. W. Beattie and Mr McGraw). How they fared is best told in their own words:

"During the afternoon of the 13th, said Mr Beattie to our representative yesterday, "the barometer had steadily fallen and indications were not wanting that a severe blow was coming, so that all precautions were taken as early as possible. The typhoon bars were brought out and all doors and windows securely fastened, whilst the Chinese, who sleep in their own quarters on the lower peak, across the causeway, were brought into the light-house for safety, the dwellings being more likely to go than the lighthouse itself. From two on Friday afternoon to ten at night the barometer had fallen from 29.60 to 29.25, and two hours later the typhoon burst upon us. The seas crashed against the rock with a deafening roar and clouds of spray were thrown right over the lighthouse, falling with the noise of a thunderclap. Sui Mei was in the light tower, attending to the lamp, and he was told to keep under cover, while Mr McGraw and myself did all we could to keep everything secure."

"But what could we do? We could not hear ourselves speak, and inside the lighthouse was almost stifling, as everything had been made air-tight. For three hours the lighthouse stood the typhoon well, the barometer reading at three o'clock being 28.78, the lowest we experienced. In the midst of the roaring of the elements, however, at last came the crash. The heavy panes of glass, which protect the lantern from the wind and sea had given way and the water broke into the lighthouse. The burner was knocked down and the light extinguished. Water came pouring down the circular stairs in a stream and we forced our way up to see what could be done. The light attendant was still in the tower, but fortunately he had not been struck by any of the falling glass and we succeeded, after a great deal of trouble, in getting him downstairs. The force of the waves and wind was so great that we had the utmost difficulty in gaining access to the room and it was impossible to see what had happened there. To re-light the lamp was out of the question. The next five hours were passed with the entire lighthouse in a semi-flooded state. In the living rooms the water at one time was a foot deep, but it soon ran down the stairs. Everything was drenched and the walls looked as though they had just been washed."

"At eight o'clock we succeeded in getting into the lower again and saw the extent of the damage. Eight of the heavy glazed panes of glass had gone and three of the centre panes of the lens were smashed, while many of the segments of the prism were chipped or broken. The clock-work, which controls the movement of the light, had stopped; it was full of minute pieces of glass and salt water. We were thus without a light and the tower was still open to the wind and rain, but rude temporary window frames of canvas and matting were made. (The matting we took up from the dining room floor). This rendered the tower air-tight, but we could not get the light in working order until Sunday, when just about sunset we succeeded. As we had no light on Saturday night orders were given to stand by with the fog-gun and blue lights in case of an emergency and it was well that we did so, for during the night a large steamer—apparently a passenger vessel—was sighted and she seemed to be heading directly for the rock. Fortunately our warning gun and the blue lights attracted her attention and she altered her course and went safely by. Though it was an exciting time we got through without any injuries, the damage sustained by the lantern being the worst."

The barometer readings hourly from 3 p.m. on the 13th to 7 a.m. on the 14th were:—29.55; 29.62; 29.49; 29.46; 29.45; 29.39; 29.30; 29.26; 29.14; 28.96; 28.81; 28.79; 28.78 (lowest); 28.91; 29.23; 29.40; and 29.45.

That was the story as told to our representative who went down on the Stanley, arriving at the rock shortly before noon. With the usually heavy sea which swells in from the China Sea landing at the rock is a most difficult matter, and the visitor has to be swung ashore by a long derrick. In this way all provisions and materials required are landed, and at times the difficulties are very great. Yesterday, however, the weather was most propitious, for beyond a gentle swell, the water was extremely calm. Fortunately this was so, for several heavy sections of a new derrick had to be landed. These were all put ashore expeditiously and were carried to another portion of the rock where a second derrick stands. The arm of this derrick was carried away by the typhoon, notwithstanding the fact that it had been unshipped and placed in a foot-deep channel and in the rock about a foot deep—and clamped over with iron bands. How the arm was lifted out is a mystery.

On landing Mr C. Nichols, who is in charge of the light-house, conducted our representative through the building. "This is the oil room," he said, on reaching a small compartment, around which oil drums were placed. In 1893 these tanks containing 112 gallons of paraffin oil were washed down by the water breaking in through that window, (a small aperture of about three or four square feet in extent) and the oil was all lost.

Winding up the circular steps, past the living rooms, we got to the tower and examined the glass lantern. The light is one of roughly 20,000 candle power and the thickness of the outside glass is three-eighths of an inch, or a trifle more, but quite thick enough to give a very good idea of the strength of the wind and waves. It requires strong evidence to convince one that the sea came up so high and with such force. The focal plane is over 140 feet above sea level and the rock rises almost straight from the water. But here all the evidence necessary was to be had. The chipped panes, the broken panes of glass, the damaged burner and the broken centre panes of the light were sufficient to convince even the most sceptically inclined. The burner is surrounded by the lens, which contains eight electro panes, eight more on top and seven on the bottom, one being here omitted to allow of ready access to the light, in case of accidents. Beneath the burner is an oil reservoir, and this was damaged by the glass. Two centre panes were smashed and one from the bottom, whilst almost every segment prism is more or less chipped. Two new centre panes have already been replaced, while the third, by an ingenious arrangement, has been temporarily fixed and the light is now in full working order, though the replacement of the damaged prism will undoubtedly improve it. This cannot be done, however, until further lens are received from Home.

The glass panes surrounding the lens number 45, of which eight were smashed entirely, all having been since replaced. These panes offer a great surface to the elements as they are flat, while if cylindrical shaped, as is found in many other lighthouses, they offer much less surface and stand the onslaught better.

While inspecting the light-house the new system of fog-signalling was explained. In place of the old guns, two of which are mounted in a miniature fort, an electrical device has been installed for the discharging of gun cotton at intervals of ten minutes. The gun cotton is bored and a detonator inserted, then it is placed in a bar which is connected by electric wires to a small battery. The bar hangs down over the light, but before the connecting plug can be inserted to fire off the gun-cotton the arm must be pulled up above the tower. It is impossible to place the plug in connection with the battery until the arm is drawn up, as the length of wire is not sufficient, and this prevents the firing-taking place while the gun-cotton is in the vicinity of the glass panes.

Another interesting apparatus is a range-finding glass, the invention, we believe, of the Hon. Captain Basil R. H. Taylor, Harbour Master, by means of which the distance of passing steamers can be accurately gauged. The officials find this glass of great service and apparently it is used often.

The lighthouse has suffered from typhoons on many occasions, the worst being in 1893, when the iron railings round the tower were washed away. That was on October 2, 1893 and other severe storms were experienced in November and December, 1895, July and October, 1896; August, 1898; September and November, 1899; August, 1900; and September 20, 1906.

## SPORTING.

## Regimental Aquatics.

The regimental aquatic sports were concluded yesterday. The results were:— Life-saving display: Lance-Corpl. West 1, Private Lushan 2, Private Reid 3, Lance-Corpl. Clarke 4, Bandman Rolfe 5, Private Crocker 6, Mr F. Lamont judged the competition.

Fifty yards race: Bandman Rolfe 1, Bandman Roman 2, Lance-Corpl. Perkins 3, Private Cooke 4, Lance-Corpl. West 5, Private Riddell 6.

Consolation Race:—50 Yards: Lance-Corpl. Reid and Private Worsley dead heat; Lance-Corpl. Heather 3; Private Hall and Crocker dead heat; Lance-Corpl. Duncan 6. Time, 46.2 seconds.

The open "100" was won by Gunner J. Carter. Gunner F. H. S. Ward was second and Sapper Morrish third.

The water polo game resulted in a win for G. Company by four goals to one.

## Kowloon Cricket Club.

## ANNUAL MEETING.

The annual meeting of the Kowloon Cricket Club was held yesterday. Mr T. Skinner, President, was in the chair, and there was a fair attendance of members.

The Chairman submitted the annual report as follows: Gentlemen, The Committee have pleasure in submitting their report on the working of the Club and the accounts for the year ending 31st August, 1907. The profit and loss account shows \$298.72 to our credit.

\$298.85 has been written off sundry debtors, and \$133.00 has been expended on a fence fronting Austin Road and installing electric light in the matchshed. The Club, we are pleased to say, were again successful in the Hongkong Cricket League competition, obtaining 30 out of a possible 42 points. The only score over 100 was made by Mr W. E. Dixon, scoring 130 not out. Mr W. E. Dixon heads the batting average with 48.7 and Mr W. G. Martin the bowling average with 6.2 runs per wicket. In 2nd XI matches Mr Lushan heads the batting average with 37. Pezios were donated by Messrs Skinner, Swan, Goldsmith, J. Logan and T. Cheo. The annual lawn tennis tournament was played in May, June, July and August, being much interfered with by wet weather. Messrs Duncan and Lapley were the winners of the Double Championship Handicap. Mr Duncan won the Single Championship and Mr Lapley the Single Handicap. Messrs Clelland and Kinnane were the runners-up in the singles, and Messrs Kinnane and Fowler, Ritchie and Mackenzie in the doubles. The Committee have to thank the following gentlemen for donating prizes: Messrs Ritchie, Clelland, Schuler, A. G. Jones, G. H. May and T. Cheo. During the year 23 new members joined the Club. The total number of members is now 126.

Ground.—While realising that the state of the ground is not quite what it might be the Committee decided that the Club funds at their disposal would not permit the necessary outlay.

Pavilion.—The Committee have been unable to make any progress in this matter owing to a lack of interest on the part of the members and we trust that great advances will be made and that the members will be able to see their financial support during the coming season.

Children's Sports.—The second annual sports of the Club were held on September 15th. The Committee take the opportunity of conveying their thanks to members and their numerous friends, who readily subscribed to the funds raised to enable the Club to hold these sports.

It is with the deepest regret that your Committee have to record the death of their Chairman, Mr C. F. Focken. Since the death of Mr Focken, Mr T. Skinner has acted as Chairman.

The thanks of the Club are due to Messrs. Mead and Beuzellier for auditing the accounts.

On the motion of Mr Clelland, seconded by Mr Curwen, the report and accounts were passed.

The election of office-bearers then took place as follows:—Chairman, Mr R. T. Bannan; Secretary, Mr Tang Cheo; Treasurer, Mr F. P. Sherriff; Captain, Mr J. H. Mead; Committee, Messrs C. Libe and D. J. Mackenzie, G. Duncan, W. Stewart, W. Dixon, J. Clelland, H. G. Goldsmith and W. Logan. It was also decided on an unanimous vote to request His Excellency the Governor to appoint the Executive Patron of the Club and Mr H. N. Mody to become President.

It was also resolved that the payment of \$100 would entitle any person to life membership—such life members to be limited to 50—and the money to be used towards the construction of a pavilion.

## Craigengower Cricket Club.

The report of the Craigengower Cricket Club for the season 1906-07 says that in the League Competition the Club again took second place. The 14 matches played, 9 were won, 3 lost and 2 drawn, points 20, as against 7 won, 4 lost and 3 drawn, points 24, of the previous season. In all the first eleven matches, Mr E. Irving headed the list of batting averages with 27.66 in 18 innings (highest score, 79 not out), while Mr J. D. Kinnah had the best average in bowling matches, 23.88 in 9 matches. In bowling Mr R. Pestonji was first with an average of 0.98.

The Lawn Tennis tournament held in the summer resulted as follows:— Singles (Scratch) Mr S. E. Green, first; Mr R. Bass, second.

Singles (Handicap) Mr S. E. Green, first; Mr J. M. Swan, second.

Doubles (Handicap) Messrs. R. Bass and L. Vincent, first; Messrs. F. H. Rapp, second.

There are 62 members enrolled. The total receipts amounted to \$1,310.70, and the expenditure \$1,468.62, leaving a balance in hand of \$151.13.

## TAKE THE POSTMASTER'S WORD FOR IT.

MR. F. M. Hamilton, postmaster at Cheryvale, Indiana, U.S.A., keeps also a stock of general merchandise and a variety of medicines. He says "Chamberlain's Colic, Cholera and Diarrhoea Remedy is standard here in its line. It never fails to give satisfaction and we could hardly afford to be without it." For sale by all chemists and druggists.

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## AMOIY NOTES.

## (From Our Correspondent)

Amoy, September 21.

## CRICKET.

A practice game between the A to M XI and N to Z eleven was played this afternoon, but owing to the slowness of players in turning up, a start was not made until 5 o'clock. As it is impossible to go on after six, it left just an hour for play, which was all too short. Messrs Barton and Milward opened up the batting for the N to Z XI, facing the bowling of Howard and Joseland. Over thirty had been knocked up before Milward was bowled by Joseland. O'Shane made 13, and was then well caught by Manners Scott, soon left, and then the side declared, having made 61 for the loss of 3 wickets, Barton being not out with 38 runs to his credit. Only twenty minutes remained for play, when Rev. Lloyd and Dr Churchill commenced the innings for the A to M XI. Churchill was disposed of after he had made four. Howard and Rev. Lloyd then stayed together for ten minutes, but scoring was very slow, and only 15 had been compiled when Scott howled Lloyd. Stumps were now drawn as the light was getting bad, and the game thus ended rather tamely in a draw.

Rev. L. Lloyd of Fouchow, is here on a visit.

## WEATHER.

The monsoon seems to have broken, and we are having somewhat cooler nights. Rain is very badly needed and if we do not get some soon, the chance may pass. Amoy has been remarkably free from typhoons this year. There has not even been a scare. As I am writing, a thunderstorm is raging somewhat violently, but it still refuses to rain.

## FOKKER RAILWAY CO.

The Norwegian ship Oscar II arrived here a few days back with a full cargo of Japanese sleepers for the railway. Work is progressing slowly, but as the Chinese never seem to do anything quickly, the fact calls for no comment.

## MORRISON MEMORIAL FUND.

The following subscriptions have been received by the Treasurer of the Canton Committee:

Rev. W. W. Clayton ..... \$50.00  
Rev. R. E. Chambers ..... 100.00  
Miss L. F. Widdell ..... 10.00  
Rev. G. H. Newson ..... 25.00  
Rev. W. J. Mason ..... 50.00  
Rev. J. A. Nelson ..... 25.00  
Rev. P. J. Todd ..... 20.00  
Miss E. M. Burlingame ..... 25.00  
Rev. Andrew H. Woods ..... 25.00  
Rev. A. J. Robb ..... 25.00  
Miss E. A. Chantrell ..... 10.00  
Rev. R. T. Bryan ..... 10.00  
Miss H. F. North ..... 5.00  
Rev. H. O. T. Burwell ..... 25.00  
Rev. R. H. Graves ..... 50.00  
Rev. A. A. Fulton ..... 100.00  
Mrs. A. A. Fulton ..... 25.00  
L. C. Bells, Wuhu ..... 40.00  
Rev. W. W. Clayton (2nd) ..... 50.00  
Koh Nga Put, Amoy ..... 3.00  
S. G. Wiltshire ..... 4.00  
Miss E. A. Chantrell ..... 2.00  
Dr. J. E. Williams and wife ..... 25.00  
Miss E. A. Chantrell ..... 100.00  
Miss E. Butler ..... 5.00  
Mr. A. W. Laysan ..... 1.00  
Dr. W. A. Hennegray ..... 50.00  
Miss E. G. Patterson ..... 50.00  
Miss N. Clark ..... 50.00  
Mr. J. N. Anderson ..... 15.00  
Mrs. S. M. Jones ..... 40.00  
Mr. M. L. Brown ..... 5.00  
Treas. M. M. Fend ..... 100.00  
Y. M. C. A. (Hongkong) ..... 100.00  
Mr. J. L. McPherson ..... 10.00  
Rev. C. D. Cousins ..... 10.00  
C. E. Padgett ..... 35.23  
Sir John Jordan, Peking ..... 177.77  
Bishop Scott ..... 10.00  
Mr. Lai Yung ..... 50.00  
Rev. G. H. McNeur (2nd) ..... 25.00  
Wm. Mawson ( ) ..... 25.00  
Mrs. J. G. Kerr ..... 50.00  
Miss E. H. Newson ..... 100.00  
Mr. Kwan Lok Shuang ..... 100.00  
Hon. Leo Bergholtz ..... 20.00  
Mrs. Ju (for R. E. C.) ..... 5.00  
Tsu Kun (for R. E. C.) ..... 100.00  
Mr. Ip Tsat Mi ..... 20.00  
Dr. Lau Tze Wai ..... 20.00  
Rev. N. T. Nelson ..... 20.00  
Miss Faith Nelson ..... 5.00  
Mr. Leonard Wigham ..... 10.00  
Rev. T. W. Louscher ..... 10.00  
Hoh Sun Lau ..... 10.00  
A. S. Harvey ..... 0.45  
Dr. Christie ..... 471.74  
Geoff Polhill, Peking ..... 9.45  
Miss Fullwood ..... 25.00  
Rev. W. Boyd ..... 20.00  
E. C. Macher, M.D. ..... 10.00  
S. B. Book No. 271 ..... 20.00  
Rev. C. E. Spore (2nd) ..... 5.00  
F. H. Newson ..... 50.12  
Rev. C. C. Salzen ..... 1.00  
Mr. Wu Pak Hoi ..... 124.04  
Hon. W. Yung-Fang ..... 200.00  
Dr. W. A. P. Martin ..... 10.00  
Rev. John W. Lyall ..... 10.0



## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

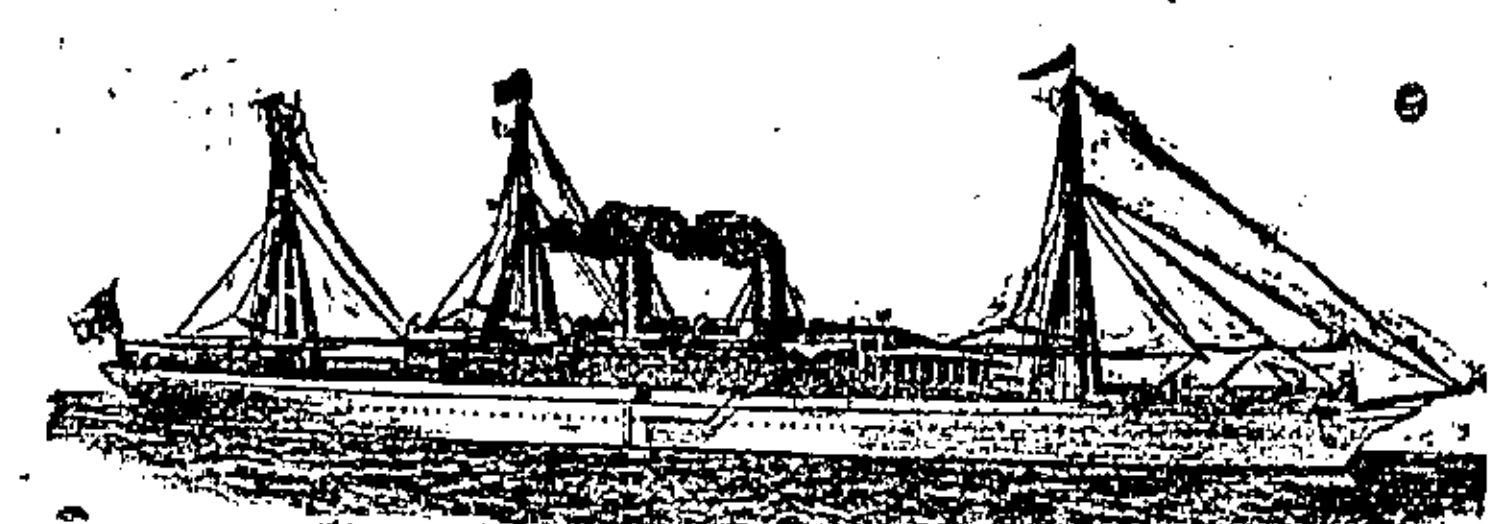
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

DESTINATIONS	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE, YOKOHAMA	POONA	About 1st Oct.	Freight only.
SHANGHAI	DELHI	About 4th Oct.	Freight and Passage.
LONDON, via USUAL PORTS	DELTA	Noon, 5th Oct.	See Special Advertisement.
MARSEILLES, LONDON, and ANTWERP	NAMUR	About 9th Oct.	Freight and Passage.

P. &amp; O. S. N. Co.'s Office.

E. A. HEWETT, Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY-SPEED-PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific in the 'EMPERESS LINE' SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA to VANCOUVER. 13 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMPERESS OF INDIA..... 6000 Tons	THURSDAY, Oct. 24.....Nov. 11.
EMPERESS OF JAPAN..... 6000 Tons	WEDNESDAY, Nov. 6.....Dec. 3.
EMPERESS OF CHINA..... 6000 Tons	THURSDAY, Nov. 21.....Dec. 9.
EMPERESS OF INDIA..... 6000 Tons	THURSDAY, Dec. 19.....Jan. 6, 1908.

THE Japanese route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPERESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. EMPERESS Carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all ports and around THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information; Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.

CORNER PRINCE STREET and PRINCE, Opposite Blake Pier.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SANUKI MARU, Tons 6112	WEDNESDAY, 2nd Oct., at Daylight.
VICTORIA, B.O., and SEATTLE, via SHANGHAI, KOBE & YOKOHAMA.	AWA MARU, Tons 6309	WEDNESDAY, 16th Oct., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THRU DAY ISLAND, TOWNSVILLE and BRISBANE.	IYO MARU, Tons 6320	MONDAY, 30th Sept., at 5 p.m.
BOMBAY, via SINGAPORE, TAKASAKI MARU, and COLOMBO.	KAGA MARU, Tons 6801	TUESDAY, 15th Oct., at 4 p.m.
NAGASAKI, KOBE and YOKOHAMA.	YAWATA MARU, Tons 3817	FRIDAY, 4th Oct., at Noon.
KOBE and YOKOHAMA.	NIKKO MARU, Tons 5539	FRIDAY, 1st Nov., at Noon.
	KAMAKURA MARU, Tons 4748	WEDNESDAY, 2nd Oct., at Noon.
	NIKKO MARU, Tons 5539	WEDNESDAY, 2nd Oct., at Noon.
	KAMAKURA MARU, Tons 4748	SATURDAY, 5th Oct., at Daylight.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamships. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship MINNESOTA - 25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA,' Captain C. F. AVERIS, On SATURDAY, 19th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent.

Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, &c.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of co-travelling cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

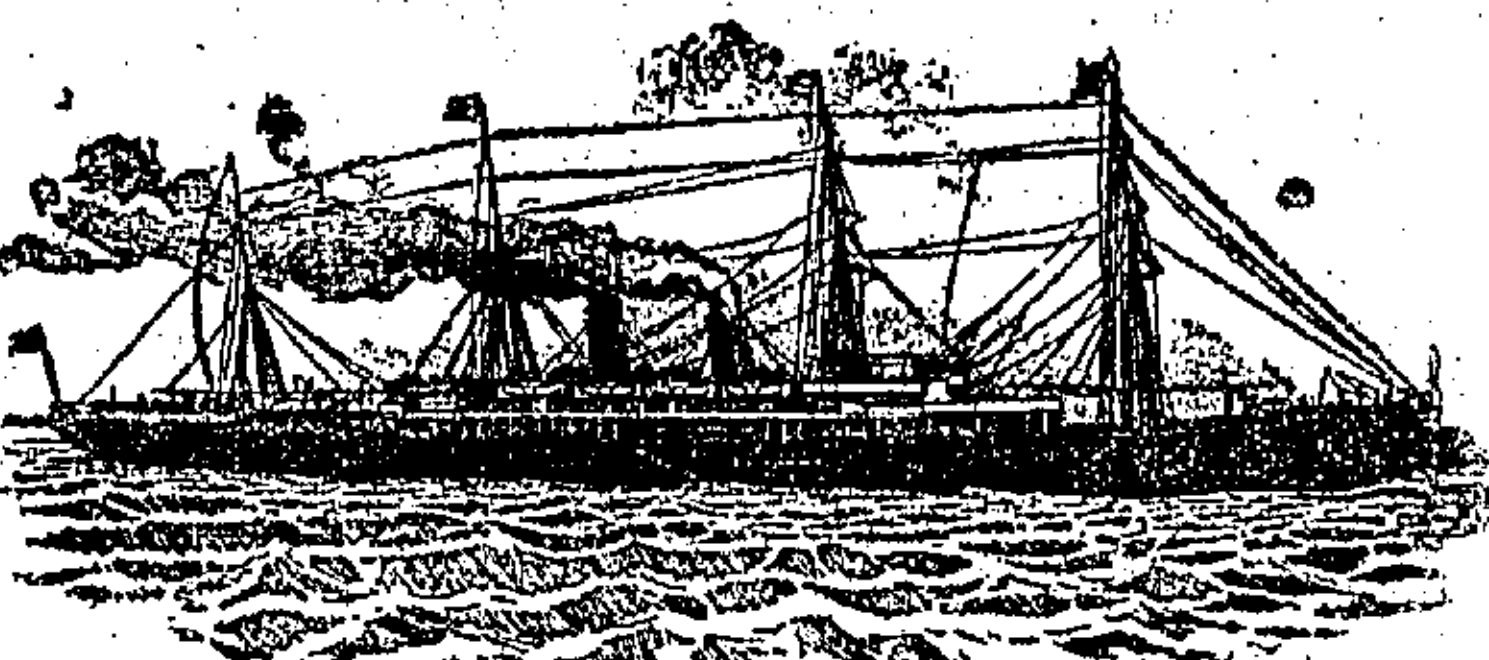
For full information regarding freight or passage apply to NIPPON YUSEN KAISHA, Agents.

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

## U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, on OAHU, the most fertile and beautiful island of the PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1907.
ASIA..... 9,500 Tons	TUESDAY, 1st Oct., at Noon.
PERHIA..... 9,000 "	FRIDAY, 11th Oct., at Noon.
HONGKONG MARU..... 11,000 "	SATURDAY, 19th Oct., at Noon.
KOREA..... 11,000 "	FRIDAY, 1st Nov., at Noon.
AMERICA MARU..... 11,000 "	SATURDAY, 8th Nov., at Noon.
SIBERIA..... 12,000 "	SATURDAY, 16th Nov., at Noon.
CHINA..... 10,200 "	SATURDAY, 23rd Nov., at Noon.
MANCHUKIA..... 27,000 "	SATURDAY, 30th Nov., at Noon.
YIPPOON MARU..... 11,000 "	SATURDAY, 7th Dec., at Noon.

RECORD FAST TRIPS. Yokohama to San Francisco.....S.S. SIBERIA, 18,000 tons. September 18-27th 1907. 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu.....S.S. SIBERIA, 18,000 tons. August 16th-20th, 1905. 4 days, 19 hours.

San Francisco to Yokohama.....S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-Sat. 1905, 13 days, 13 hours.

Yokohama to San Francisco.....S.S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905. 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship ASIA will be despatched from Hongkong to SAN FRANCISCO, via NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 1st October, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connected Steamships.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, KURELUNG, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
NUMANTIA..... 4371		H. FELDMANN	Oct. 12, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

FOR PAKHOI & HAPPHONG. SWATOW and SHANGHAI. CHEFOO & TIENSIN. MANILA. HATTHOW & HAPPHONG. SWATOW & SHANGHAI. CHEFOO & NEWCHOWANG. MANILA, ZAMBOANGA, PT. DARWIN. THURSDAY ISLAND, COOKTOWN. CAIRNS, TOWNSVILLE, BRISBANE. SYDNEY & MELBOURNE. YOKOHAMA and KOBE. SWATOW & SHANGHAI.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamships, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI..... 2540		R. W. Almond	Manila	Saturday, 28th September.
ZAFIRO..... 2540		A. Fraser	Manila	5th October.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to call at MALABAR COAST.)

S.S. OCEAN MONARCH.....2nd November, 1907.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA.....	LOONGSANG	FRIDAY, Sept. 27, at 4 p.m.
* YOKOHAMA & MOJI.....	LOONGSANG	MONDAY, Sept. 27, at 4 p.m.
* SINGAPORE, PENANG, and CALCUTTA.....	NANSANG	SATURDAY, Sept. 28, at 3 p.m.
* SHANGHAI, via NINGPO.....	WAISHING	SATURDAY, Sept. 28, at 4 p.m.
* SANDAKAN, MAUSANG.....	MAUSANG	SATURDAY, Sept. 28, at 4 p.m.
* TIENSIN, via TSINGTAU.....	CHIPSING	SUNDAY, Sept. 29, Daylight
* SINGAPORE, PENANG, and CALCUTTA.....	LAISANG	TUESDAY, Oct. 1, at 3 p.m.

REDUCED FARES TO STRAITS & CALCUTTA. Hongkong to Singapore 1st-Class Single \$ 65. Return \$100. Penang " " 85 " 130. Calcutta " " 165 " 250.

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze Ports.

‡ Taking Cargo on through Bills of Lading to Kuda, Lahad, Datu, Simporna, Tawau, Lunan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.....

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.....

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.....

YOKOHAMA and KOBE.....

KUDAT and SANDAKAN.....

For further Particulars, apply to Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

## THOS. COOK &amp; SON.

## TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, etc.

Established 1841.

ORIGINATORS of the European Tourist and Excursion system. Tickets issued to all parts of the World.

Baggage and Goods of every description collected, shipped, and forwarded at lowest rates.

Foreign moneys exchanged. Letters of Credit and Circular Notes issued. Full information on application.

24, WATER STREET, YOKOHAMA.

Hongkong, August 6, 1907.

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY and MELBOURNE. (Calling at THUR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship ALDENHAM. Capt. St. John Gordon, will be despatched as above on SATURDAY, the 28th inst., at noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

W. 25.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 5, 1907. 1443

## COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship YARRA. Captain SZLIER, will be despatched for the above ports on or about MONDAY, the 30th September.

G. DE CHAMPEAUX, Agent.

Hongkong, September 23, 1907. 1531

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. With Liberty to call at MALABAR COAST. Proposed SAILINGS FROM HONGKONG. STEAMERS. TO SAIL: 1907.

\* SIKH..... 6th October. MUNCASTER CASTLE.....26th October. \* 1st-Class Passenger Accommodation. For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

THE AMERICAN AND ORIENTAL LINE. FOR NEW YORK. (With Liberty to call at MALABAR COAST.) THE Steamer HEADLEY, will be despatched for the above port on or about SATURDAY, the 19th October. For Freight, apply to ARNOLD, KARBERG & CO., Agents.

Hongkong, September 18, 1907. 1491

## Shipping.

## FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship ABRATON APCAR. Captain A. STEWART, will be despatched for the above Ports on TUESDAY, the 1st Oct. at Daylight.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents.

Hongkong, September 24, 1907. 1534

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Karatse, Kobe and Yokohama).

With Option to Call at Mexico and other Coast Ports.

THE Steamship KASATO MARU, 8100 tons. Captain D. MORI, will be despatched for Callao Iquique, via Japan Ports (Karatse, Kobe & Yokohama), on TUESDAY, 8th October, at Noon.

Steamers Tons To Sail KATERINE PARK 5000 about end of Nov.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, York Building.

Hongkong, April 15, 1907. 521

## PRINTING..

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## Artistic Printing

## AND

## Book Binding

Done with Neatness and Despatch At Moderate Prices.

## Programmes

## Company Reports

## Business Circulars

and

## Books of all kinds.

## Under European Supervision

## China Mail Office

51 WYNDHAM STREET, HONGKONG.

## Bangkok Times.

## THE LEADING NEWSPAPER IN SIAM

And widely circulated in Malaya, Ceylon, China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.).

Subscription, DAILY (postage extra), 10 Bahts 50 a year.

Weekly, including postage, 52 Bahts 50 a year.

Advertisements: 1st inch (8 lines), 10 Bahts; 2nd inch (8 lines), 5 Bahts; 3rd inch (8 lines), 3 Bahts; 4th inch (8 lines), 2 Bahts; 5th inch (8 lines), 1 Baht; 6th inch (8 lines), 1 Baht; 7th inch (8 lines), 1 Baht; 8th inch (8 lines), 1 Baht; 9th inch (8 lines), 1 Baht; 10th inch (8 lines), 1 Baht; 11th inch (8 lines), 1 Baht; 12th inch (8 lines), 1 Baht; 13th inch (8 lines), 1 Baht; 14th inch (8 lines), 1 Baht; 15th inch (8 lines), 1 Baht; 16th inch (8 lines), 1 Baht; 17th inch (8 lines), 1 Baht; 18th inch (8 lines), 1 Baht; 19th inch (8 lines), 1 Baht; 20th inch (8 lines), 1 Baht; 21st inch (8 lines), 1 Baht; 22nd inch (8 lines), 1 Baht; 23rd inch (8 lines), 1 Baht; 24th inch (8 lines), 1 Baht; 25th inch (8 lines), 1 Baht; 26th inch (8 lines), 1 Baht; 27th inch (8 lines), 1 Baht; 28th inch (8 lines), 1 Baht; 29th inch (8 lines), 1 Baht; 30th inch (8 lines), 1 Baht; 31st inch (8 lines), 1 Baht; 32nd inch (8 lines), 1 Baht; 33rd inch (8 lines), 1 Baht; 34th inch (8 lines), 1 Baht; 35th inch (8 lines), 1 Baht; 36th inch (8 lines), 1 Baht; 37th inch (8 lines), 1 Baht; 38th inch (8 lines), 1 Baht; 39th inch (8 lines), 1 Baht; 40th inch (8 lines), 1 Baht; 41st inch (8 lines), 1 Baht; 42nd inch (8 lines), 1 Baht; 43rd inch (8 lines), 1 Baht; 44th inch (8 lines), 1 Baht; 45th inch (8 lines), 1 Baht; 46th inch (8 lines), 1 Baht; 47th inch (8 lines), 1 Baht; 48th inch (8 lines), 1 Baht; 49th inch (8 lines), 1 Baht; 50th inch (8 lines), 1 Baht; 51st inch (8 lines), 1 Baht; 52nd inch (8 lines), 1 Baht; 53rd inch (8 lines), 1 Baht; 54th inch (8 lines), 1 Baht; 55th inch (8 lines), 1 Baht; 56th inch (8 lines), 1 Baht; 57th inch (8 lines), 1 Baht; 58th inch (8 lines), 1 Baht; 59th inch (8 lines), 1 Baht; 60th inch (8 lines), 1 Baht; 61st inch (8 lines), 1 Baht; 62nd inch (8 lines), 1 Baht; 63rd inch (8 lines), 1 Baht; 64th inch (8 lines), 1 Baht; 65th inch (8 lines), 1 Baht; 66th inch (8 lines), 1 Baht; 67th inch (8 lines), 1 Baht; 68th inch (8 lines), 1 Baht; 69th inch (8 lines), 1 Baht; 70th inch (8 lines), 1 Baht; 71st inch (8 lines), 1 Baht; 72nd inch (8 lines), 1 Baht; 73rd inch (8 lines), 1 Baht; 74th inch (8 lines), 1 Baht; 75th inch (8 lines), 1 Baht; 76th inch (8 lines), 1 Baht; 77th inch (8 lines), 1 Baht; 78th inch (8 lines), 1 Baht; 79th inch (8 lines), 1 Baht; 80th inch (8 lines), 1 Baht; 81st inch (8 lines), 1 Baht; 82nd inch (8 lines), 1 Baht; 83rd inch (8 lines), 1 Baht; 84th inch (8 lines), 1 Baht; 85th inch (8 lines), 1 Baht; 86th inch (8 lines), 1 Baht; 87th inch (8 lines), 1 Baht; 88th inch (8 lines), 1 Baht; 89th inch (8 lines), 1 Baht; 90th inch (8 lines), 1 Baht; 91st inch (8 lines), 1 Baht; 92nd inch (8 lines), 1 Baht; 93rd inch (8 lines), 1 Baht; 94th inch (8 lines), 1 Baht; 95th inch (8 lines), 1 Baht; 96th inch (8 lines),



## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	MARSEILLES	PLYMOUTH
Colombo	1907	MARSEILLES & LONDON	Brindisi, 1 day later	1 day later
DELTA .....	Oct. 5	VICTORIA .....	Nov. 2	Nov. 9
ORIANA .....	Oct. 19	BRITANNIA .....	Nov. 16	Nov. 23
DELHI .....	Nov. 2	MOHITAN .....	Nov. 30	Dec. 7
DEVANHA .....	Nov. 16	CHINA .....	Dec. 14	Dec. 21
DELTA .....	Nov. 30	HIMALAYA .....	Dec. 28	Jan. 4, 1908
DELHI .....	Dec. 14	MOLDAVIA .....	Jan. 11, 1908	Jan. 18
DELTA .....	Dec. 28	INDIA .....	Jan. 25	Feb. 1
DELHI .....	Jan. 11, 1908	MONGOLIA .....	Feb. 8	Feb. 15
DELTA .....	Jan. 25	VICTORIA .....	Feb. 22	Feb. 29
PENINSULAR .....	Feb. 8	MACEDONIA .....	Mar. 7	Mar. 14
DEVANHA .....	Feb. 22	BRITANNIA .....	Mar. 21	Mar. 28
DELTA .....	Mar. 7	MOHITAN .....	Apr. 4	Apr. 11
MARMORA .....	Mar. 21	through steamer	Apr. 18	Apr. 25
DELHI .....	Apr. 4	(calling at Bombay)	May 2	May 9
DELTA .....	Apr. 18	MOLDAVIA .....	May 16	May 23
DELHI .....	May 2	HIMALAYA .....	May 30	June 6
DELTA .....	May 16	MONGOLIA .....	June 14	June 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

## LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
HONGKONG	LONDON	
NAMUE .....	Oct. 2	Nov. 9
MANILA .....	Oct. 9	Nov. 16
BORNEO .....	Oct. 16	Nov. 23
NOR .....	Oct. 23	Dec. 1
SYRIA .....	Oct. 30	Dec. 8
NYANZA .....	Nov. 6	Dec. 15
NILE .....	Nov. 13	Dec. 22
SUNDA .....	Nov. 20	Dec. 29
PALAWAN .....	Nov. 27	Jan. 5, 1908
NUBIA .....	Dec. 4	Jan. 12
NORO .....	Dec. 11	Jan. 19
SUMATRA .....	Dec. 18	Jan. 26

These Steamers call also at Singapore, Penang, Colombo, and at Malts or Marseilles.

\* Carry 1st and 2nd Saloon Passengers. † Carry only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT, Superintendent.

1221

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

THE Co.'s s.s.	For	Leave
SOSHU MARU, Capt. T. SUGIYAMA	SHANGHAI, Via SWATOW, AMOI AND FOOSHOW.	FRIDAY, 27th Sept., at 9 a.m.
DAIWIN MARU, Capt. I. SAKURAI	TAMSUI, Via SWATOW AND AMOI.	SUNDAY, 23rd Sept., at 10 a.m.
FUKUSHU MARU, Capt. T. IRO	ANPING, Via SWATOW AND AMOI.	WEDNESDAY, 2nd Oct., at Daylight.

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light, First-class Saloon Amusements, Unsurpassed Table.

† Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.O. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To S.S.
SOVERIO .....	6235	W. Shotton	15th October.
KUMERIC .....	6232	D. Baird	25th October.
SHAWMUT .....	9606	E. V. Roberts	5th November.

\* Cargo only. † Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
Cuisine, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

\* The Twin-screw s.s. Shawmut and Trenton are fitted with very superior  
Accommodation for First and Second-Class Passengers. The large size of these vessels  
ensures steadiness at sea. Electric fan in each room, Barber's shop and steam laundry.  
Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited,  
GENERAL AGENTS.

QUEEN'S BUILDINGS.

## Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD, BREMEN.

## NOTICE TO CONSIGNEES.

THE Steamship

KLEIST,

having arrived, Consignees of Cargo are

herby informed that their Goods with the

exception of Opium, Treasure and Valu-

ables, are being landed and stored at their

risk into the Godowns and/or extra hazar-

dous Godowns of the Hongkong &amp; Kow-

loon Wharf and Godown Company, Limited,

Kowloon, whence delivery may be

obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before

Tuesday, the 2nd of September, at 5 p.m.

No Claims will be admitted after the 1st of

October, will be subject to rent.

All Broken, Chafed, and Damaged Goods

are to be left in the Godowns, where they

will be examined on the 1st of October,

at 9.30 a.m.

All Claims must reach us before the 5th

of October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

the Undersigned.

NORDDEUTSCHER LLOYD,  
MELOERS & CO.,  
Agents.

Hongkong, September 24, 1907. 1535

INDRA LINE, LIMITED.

FROM NEW YORK, VIA SUEZ

CANAL.

THE Company's Steamship Indrapura

having arrived from the above ports,

Consignees of Cargo are hereby informed

that their Goods are being landed and placed

at their risk in the Hongkong &amp; Kowloon

Wharf and Godown Co.'s hazardous and/or

extra hazardous Godowns at Kowloon,

where each consignment will be sorted out

at time of booking, and delivery can be

obtained as soon as the Goods are

landed.

Goods not cleared by the 1st October, at

5 p.m., will be subject to rent.

No Fire Insurance will be effected by us

in any case whatever.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within

ten days after the vessel's arrival here,

after which no claims will be recognized.

Optional goods will be landed here unless

instructions are given to the contrary before

12 o'clock, N.Y. Day.

JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, September 25, 1907. 1545

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Co.'s Steamship Laisang having

arrived from the above ports, Consignees

of cargo by her are hereby informed that

their goods will be delivered from

alongside.

Cargo impeding the discharge or re-

maining on board after 4 p.m., the 23rd

inst., will be landed at Consignees' risk and

expended.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,  
General Managers.

Hongkong, September 20, 1907. 1515

NOTICE TO CONSIGNEES.

GLEN LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP,

LONDON AND STRAIT.

THE Steamship Glenstar having arrived

from the above ports, Consignees of

Cargo by her are hereby informed that

their Goods are being landed at their

risk into the Godowns of the Hong-

kong and Kowloon Wharf and Godown Co.,

Limited, at Kowloon, where each consig-

nment will be sorted out at time of book-

ing, and delivery can be obtained as soon as

the Goods are landed.

Goods not cleared by the 26th Inst.,

will be subject to rent.

No Fire Insurance will be effected.

All Damaged Packages must be left in the

Godowns, where they will be examined on

the 26th inst. at 11 a.m.

No claims will be recognized if not pre-

sented within 14 days of the ship's arrival

at Kowloon.

McGREGOR BROS. &amp; GOW

Agents.

Hongkong, September 23, 1907. 1520

EAST PRAGA RECLAMATION

SCHEME.

AS PROPOSED TO THE HONGKONG

GOVERNMENT AND THE MARINE

LOTHOLDERS BY SIR PAUL

OATHEP.

The Full Details Printed in Pamphlet Form

Copies may be had at CHINA MAIL Office

8, Queen's Road Central.

Price 50 Cents each.

## THE CHINESE ARMY.

"Soldiers used to be despised in China

and only the coolies were considered

suitable material for fighting men," says

Owen MacDonald in the "Technica

World Magazine." "To-day all this is

changed, and China has an army to which it

is an honour to belong. Tomtoms have been

superseded by wireless telegraphic appar-

atus and signal balloons; masks have given

place to field glasses, comic opera garb has

been cast off for khaki uniforms, and the

two-handed sword has become the bayonet.

China was first aroused to a sense of her

weakness, and her strength, by the

disaster of the war with Japan in 1894.

Hitherto she had slumbered like a great

lazy giant, smiling scornfully at the sug-

gestion that smaller and weaker nations,

by adopting modern methods, might injure

her. She had sublime faith in the force

of the vast hordes she could throw into

the field."

A JAPANESE MOTOR OWNER.

[The other day there arrived in New York

a most interesting young man, Kishiohiro

Okura, a Cambridge student and the son of

the man who is known as the steel king of

Japan. The young Okura, although of

distinctly Japanese type of features, has

much the manners of a young Pittsburgh

millionaire and talks of purchases of high

priced automobiles as if they were mere

playthings.

He owns four automobiles of the most

expensive sort, and has made an enviable

record for himself as an amateur driver

abroad. Said he to an interviewer, "I

think is pretty fast, but am having one

made that is more powerful and should go

at an even greater rate. I had the good

fortune recently of coming in second in one

of the biggest races in England, and was

only beaten by a professional who is one of

the best drivers in Europe."

When asked about his methods of

racing Mr. Okura said: "I try to work up

my machine slowly and do not tax the

mechanism too suddenly. I like to have a

young man who has not much experience

to act as my machinist when I am racing.

I find that the well-trained man knows

when the danger is greatest, and his being

nervous acts as a restraint on me. A

novice does not really know when he is

near death, and so is not afraid. I am

going home for my vacation, and will

continue my law course at Cambridge,

England, in the Autumn."

## Hotels.

## KING EDWARD

## HOTEL.

## A HIGH-CLASS PRIVATE

## HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Room.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hote at Separate Tables.

TELEGRAPHIC ADDRESS: VICTORIA, Hongkong

For terms, &amp;c., apply to the

MANAGER.

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## VICTORIA HOTEL,

TELEGRAMS, VICTORIA, SHAMZEN.

SHAMZEN, CANTON.

OR THE BRITISH CONSUL.

H. HAINES, Manager.

## MACAO HOTEL,

TELEGRAMS, FARMET, MACAO.

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and

under Experienced European

Management.

Every Comfort and Convenience for

Residents and Tourists.

Wm. Farmer, Proprietor.

Capt. T. AUSTIN, Manager.

## BELLE VIEW HOTEL

(LATE METROPOLE HOTEL),

SHAUKWAN ROAD.

A Pleasant Drive along the Sea Front,

either by Tram or Ricksha.

BEST OF WINES, BOWLING,

BILLARD, &amp;c.

A COMMODIOUS MARSHED FOR THE USE OF

BATHERS AND VISITORS.

A FIRST-CLASS

EUROPEAN STRING BAND

will be in attendance

EVERY SUNDAY EVENING,

at 4 O'CLOCK.

TELEPHONE No. 393.

Hongkong, September 6, 1907. 1018

## WASHING BOOKS.

(In English and Chinese).

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, 50 Cents.

CHINA MAIL Office, 8, Queen's Road

Central.

## SIR ROBERT HART'S



